

SOCIETY

For Attractive Visitors.

Misses Laddie Dowling and Eula Dillingham entertained on Friday evening in honor of Miss Caroline Banks of Columbia and Misses Brabham of Bamberg. Quite a number of the younger social set were their guests for the evening, most of the time being spent on the lawn. Dainty refreshments were served by the attractive young hostesses.

Delightful Sewing Party.

A delightful party for the week was given by Miss Elizabeth Robinson in honor of Miss Winnie Felkel of Enoree and Misses Virginia and Lois Nelson of Laurens. Each guest came and brought their sewing and a very pleasant morning was spent. Miss Robinson served a dainty salad course. The guests for the morning were, Misses Virginia and Lois Nelson of Laurens, Winnie Felkel of Enoree, Lois and Ruth Wells, Belle Minor of Atlanta, Edith Hubbard, Hulda Richards, Noble Welch, Dot Payne, Willie Cann, Esther Lassiter, Nelle Pindley. Miss Robinson was assisted in serving by little Misses Cora Payne and Dorothy Davis.

Theatre Party.

Miss Claudia Osborne entertained a few friends at a theatre party at the Bijou on Friday afternoon in honor of Miss May Covington of Greenville, who is her house guest.

The guests were Misses Eunice Evans, Elizabeth Ramsay, Delma Bates, Thelma Osborne, Georgia Harris, Dorothy Tribble, Kathleen Cook, Annie Elmore, Frances Marshall, Margaret and Martha Hood and Katherine Allen. After the pictures they enjoyed an ice course at Atkinson's.

Ice Cream and Cake Sale.

The ladies of the Aid Society of the First Presbyterian will have charge of Atkinson's beautiful new ice cream parlor all day next Thursday, and will serve cream and cake for the benefit of their society. Every effort will be made to make it a very successful day.

Ladies Missionary Society.

The Ladies Missionary Society of the First Presbyterian will meet on Monday afternoon at five-thirty with Mrs. Guyton in North Anderson.

Tea Party Girls.

Little Miss Sara Crayton entertained the tea party girls at a delightful little sewing party on Saturday morning at her home on Calhoun street. Each little lady brought her knitting, and spent a very happy morning with their charming young hostess.

Mr. and Mrs. S. C. Sullivan, Mr. Charles Sullivan, Jr., and Misses Dot and Babbie Sullivan went to Hendersonville yesterday in their touring car for the week end.

Mr. and Mrs. E. F. Cochran, Mr. and Mrs. H. L. Shumate and Mr. and Mrs. J. F. Shumate have gone to the

mountains. The ladies will remain until September 1st, but the gentlemen will return in two weeks.

Mrs. Adam Fisher of Charlotte is visiting her mother, Mrs. Shelor on Society street.

Miss Elizabeth Robinson has gone to Sullivan's island for a two week's visit.

Mr. and Mrs. J. K. Dickson of Ocala, Fla., are visiting Mrs. Dickson's mother, Mrs. M. P. Tribble.

Miss Rose Payne has gone to Salluda, for a two week's stay.

Miss Bessie Cochran has gone to Rivoli to spend the week-end with Miss Kate Sharpe.

Miss Marguerite Brewer and Miss Adeline Jones of Elberton are the guests of Misses Louise and Marguerite Henry.

For Wednesday Evening.

Miss Mary Starke Watkins has issued invitations for Wednesday evening, at her home on River street.

Capt. and Mrs. J. C. Marshall returned home from Baltimore, where Capt. Marshall has been for the past month.

His many friends will be delighted to know that he is greatly improved in his health, and is quite well again.

Miss Julia Guyton leaves tomorrow for Atlanta to visit friends. She will also go to the mountains for a short stay before returning home.

Mrs. W. M. Speicher has returned from a two week's visit to friends at Lynchburg, Va.

Miss Lola Dell Ramsay is attending a house party in Belton. She was the guest of honor at a delightful affair on Friday evening given by Miss Margaret Clement.

Miss Annie Earle Farmer and Victoria Farmer have gone to Elberton, Ga., to attend a house party.

The Palmetto Chapter will meet Tuesday afternoon at 5:30 o'clock with Mrs. E. P. Vandiver.

Allentown, Pa.—Twenty acres were found covered with fish when a cove-dam at the government dam on the Ohio river below Evansville, Ind., was pumped out. People from miles around gathered up the fishes in baskets and buckets.

Seattle, Wash.—Miss May Stehle in charge of the cloakroom at the hotel here, is untippable. If she would take tips, she could make \$2,500 a year in addition to her salary. "But," she says, "I would lose my self-respect." The hotel management could, if it desired, fire Miss Stehle, and save her salary, and, to boot, sell the cloak room "privilege" for \$150 a month.

WHATEVER THE WEATHER MAY BE

JAMES WHITCOMB RILEY.

Whatever the weather may be," says he—
"Whatever the weather may be,
It's plaze, if ye will,
an' I'll say me say—
Supposin' to-day was the winterest day,
Wud the weather be changing because ye cried,
Or the snow be grass were ye crucified?
The best is to make yer own summer," says he,
"Whatever the weather may be," says he—
"Whatever the weather may be!"

"Whatever the weather may be," says he—
"Whatever the weather may be,
Ye can bring the Spring, wid its green an' gold,
An' the grass in the grove where the snow lies cold;
An' ye'll warm yer back, wid a smiling face,
As ye sit at yer heart, like an owld fireplace,
An' toast the toes o' yer sowl," says he,
"Whatever the weather may be," says he—
"Whatever the weather may be!"

The Fighting Fliers

After eight months of war it is now possible to form some really just estimate of the value of aeroplanes in naval and military operations, and also of the various types of machines which are found most useful for various specific purposes. It speaks well for the mental ability and foresight of the officers in high authority in the British navy and army, that practically every one of their forecasts made before the war has worked out accurately in practice, but I thought these officers have expressed their opinions freely, chiefly at meetings of the Aeronautical Society of Great Britain and at lectures to certain naval and military institutions at various times during the past three years it was only too evident, even before the war, that insufficient attention had been paid to them by men in still higher political supplies of aeroplanes were obviously much too small.

Naturally the first task before Great Britain, when the wonderful effectiveness of aeroplanes became evident, was to turn out as many machines as possible, and in France and Germany also the problem of output effectively put a stopper on all serious forms of experimenting. Consequently, the types of air craft on both sides remain practically the same today, as they were before the war, the only difference being that designs which were proved defective or ineffective were promptly condemned, and every effort was made to turn out as many as possible of those types which had proved their value.

For this reason the monoplane has been practically abandoned by all countries. In England the monoplane has never been popular, except among exhibition fliers and aerial acrobats, the objection to it being that neither the pilot nor the passenger ever has a thoroughly good view below him, and that for a given horsepower it is actually easier to get high speed out of a biplane than out of a monoplane, and yet produce a machine which will lift reasonable weights and land reasonably slowly.

If one looks at a monoplane and a biplane "head-on", one sees that a monoplane is what is known to every engineer as a "king-post girder," whereas a biplane is a "box girder." The actual amount of struts and trusses and wires is about the same in either case, so that for a given width of wing from tip to tip, or span, as it is called, a biplane has two lifting surfaces, one above the other, against the single lifting surface of the monoplane, so that it has twice the lifting area, and yet the amount of stuff in the way of struts and wires to be pushed through the air is roughly about the same; and, as all these set up what is called "head resistance," the speed in each case is about the same; also the weight of each is pretty nearly the same, because it is possible in a biplane, or box-girder structure, to use lighter main spars for the wings.

The greater the surface of an aeroplane for the same load, the slower the said machine can land and the quicker it will get off the ground, which naturally is an immense advantage to military airmen, who have to work from any reasonably smooth field they can find instead of from a properly prepared aerodrome. All these advantages taken together give the reason why the monoplane has been ousted by the biplane.

In attacking hostile air craft in the early part of the war, the usual weapons were either ordinary service rifles or automatic pistols, though a good many pilots, especially the crack fliers of "bald" acrobats, preferred

to use the old-fashioned long-barreled Colt revolver throwing a heavy bullet. They trusted to their own skill and to the speed of their machines to escape being hit themselves, and preferred the heavy caliber weapon because of the smashing power of its bullet, as the ordinary rifle bullet will go clean through a strut or a spar of an aeroplane without doing any damage.

However, it soon became evident that a machine gun mounted on an aeroplane was actually the most efficient weapon, but there was the obvious difficulty of fitting a machine gun on a "tractor" machine so that the stream of bullets would not hit the propeller. Various efforts, all of them futile and a good many of them humorous, have been made to get over this difficulty. Some people have tried fitting a machine gun on the top of a biplane so as to fire over the top of the propeller, and the French even tried fixing the gun so high up on a monoplane that it cleared the propeller tip, but of course the passenger in each case had to stand up to fire, which was exceedingly uncomfortable for him, considering that he is plowing through the air at over 60 miles an hour, and consequently his shooting was apt to be more erratic than effective.

The best system of all is to mount a machine gun on the front of an ordinary pusher biplane of the type which was originated by Mr. Henry Farman. This system has been used for quite a considerable time in experiments in all countries, and before the war a good many firms laid themselves out to produce gun-carrying pushers. One of the most successful of these was turned out by the big armament firm of Vickers, Limited, and the result is that quite a large number of Vickers gun carriers are in constant use. Naturally one cannot give any approximation of the number produced since the war began.

The success of this type of machine has, of course encouraged the production of still bigger things of this kind, and just before the war it became publicly known that the Short Brothers had produced a big seaplane of 160 hp, which carried a 1.25 pounder quick firer instead of a machine gun. This machine was much noticed at the great review of the British fleet less than a month before the war was declared, and naturally similar weapons have been produced since, so it is quite possible to believe that we are actually within sight of the aerial warship capable of carrying at any rate naval 3-pounders. If nothing bigger—Popular Mechanics.

LOWNESSVILLE

Rev. G. M. Hollingsworth and family and Mrs. Mattie Clotfelter of Atlanta are visiting Rev. and Mrs. J. A. Clotfelter.

Miss Bessie Baslin has been sick for several days. Her many friends here and in the different communities where she has been teaching will regret to learn of her illness.

Mrs. R. W. Speer of Anderson has been a recent visitor of Mrs. T. D. Cooley, and other relatives here.

A tent meeting will begin next Friday near the Edge Methodist church, Evangelist F. B. D. Kinard will conduct the meeting.

Hillsboro, O.—Herman Morris and wife, while playfully struggling, knocked a pistol from the hands of a visitor, which was discharged. The bullet passed through Morris' body and entered the heart of Mrs. Morris, killing her instantly. Morris died shortly afterward.

SOMETHING NEW

You are always interested in the new things, that's why we have 'em first. Monday and next week we'll show some delightfully pretty

Felt Hats

in all white, white and black, with plain and fancy bands

Prices

\$1.50
and up

Beautiful Shirt Waists

For the price—\$2.00—we are sure you'll agree they are the best and prettiest you've seen this season. Just a dozen or so—two styles—sizes well assorted.

Skirts

Made of white Pique and Gabardine, trimmed with belts, buttons and "cute" did in style, quality and odd shaped pockets splen-makeup **\$1.50, \$1.75 and \$2.00**

"Middies"

Maybe you can find the sort we are selling at other places but we don't think so. These new ones with striped cuffs and collars are sporty as can be—others all white, white with blue and red collars.

At Only 50c

It's much better for you to see all these things and we advise you to come early—Monday if possible—because the assortments will be best and stocks fresh.

Don't forget if you want bargains, we've got 'em all along the line.

Moore-Wilson Co.

In Olden Times.

In olden times—how rare the phrase—When George the wild was king, Cock J hat and wigs in those gay days Were thought the latest thing! The ladies went in for the patch; The bucks they wore the queue. I wonder—in a hundred years If we will seem quaint, too.

They traveled in a coach and four, Went to the play in chairs; The farthingales the belles then wore Impaired dainty airs; Swishbucklers with their trusty blades. Ran one another through, I wonder—in a hundred years If we will seem quaint, too.

They danced the stately minuet The fox trot was too naughty, And in the famous pump room met Gay beau and grande dame haughty! Three-bottle men tilted brimming cups Or played all night at loo. I wonder—in a hundred years If we will seem quaint, too.

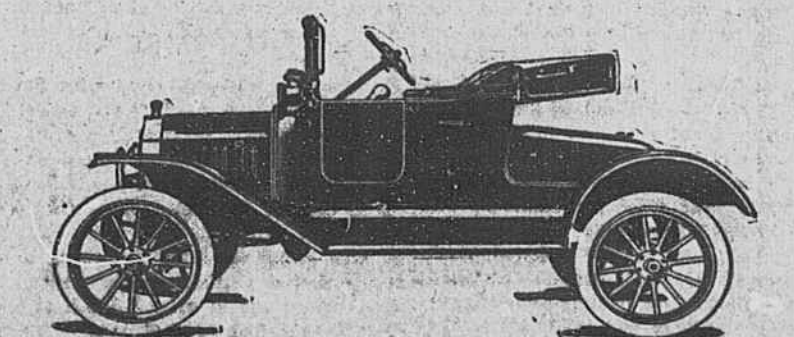
Today in this distressing age, Reform is all the cry! Freak legislation is the rage, A state is "wet" or "dry," "Abolish this," "Abolish that!" I wonder—in a hundred years If we will seem quaint, too.

Good Advice.

"My son," said the aged and experienced man reflectively, "never estimate a woman's age by the date of her birth."—August Woman's Home Companion.

The Giddy Party.

We mortals have to wait and shoe The flies from dawn till dark, 'Cause Numb didn't swat the two That roosted in the air.—August Woman's Home Companion.



Ford

Barring the unforeseen, each retail buyer of a new Ford car, between August 1914 and August 1915, will receive from \$40 to \$60 as a share of the Ford Motor Company's profits.

For strength, light weight and dependability power, the Ford car is without a peer. Economical, too, averaging two cents a mile for operation and maintenance.

Touring Car \$490; Runabout \$440; Town Car \$500; Coupelet \$750; Sedan \$775; f. o. b. Detroit with all equipment.

On display and sale at

TODD AUTO SHOP